

Ponteland Neighbourhood Plan - Subgroup Report

Topic Group ...TRANSPORTATION AND HIGHWAYS – MEETING WITH AIRPORT REGARDING AIRPORT MASTERPLAN 2030..... Meeting date6 AUGUST 2013

Attendees:

- Erin Robson – Airport Planner, Newcastle Airport
- Chris Winks – Ponteland Neighbourhood Plan Group Member

Items discussed

- Chris explained that he had read the new airport “Masterplan 2030” and felt that there would be few implications that would affect the Ponteland Neighbourhood Plan (PNP). The purpose of the meeting was to see if Erin agreed with this and to agree on a method of putting some wording regarding the airport and the Masterplan 2030 into the PNP. Chris also had a small number of questions regarding the Masterplan 2030
- Chris and Erin looked briefly at the Plan. Main projections are:
 - Passenger numbers are expected to rise from 4.5m p.a. now to 8.4m p.a. in 2030
 - Aircraft movements are expected to rise from 62,200 p.a. now to 87,500 p.a. in 2030
- The two Public Safety Zones (PNZ’s) are at each end of the runway and do not affect Ponteland.
- Noise - the 57 db noise contours do not effect Ponteland now, except for Birney Hill and will not increase in future so there will be no noise effecting Ponteland resulting in the Masterplan 2030 and its projections, despite the increase in aircraft movements. This is due to better noise suppression within the design of more modern aircraft and aircraft engines.
- Traffic – the Masterplan includes for improvements to the local road system to accommodate this. It is anticipated that increases in traffic would mainly be from the South which would arrive via the A1 and from Scotland which would also arrive via the A1, rather than via the Jedburgh Road through Ponteland. Therefore, Erin considered any increases in traffic through Ponteland to be negligible. New housing developments in Ponteland would not necessarily affect the airport as long as the increases in traffic were catered for via road improvements. The concern of the airport was that they would pay for road improvements via the Masterplan 2030 that would actually be used to support any new housing developments

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- Car Parking – additional car parking would be required. This would eventually take up the Britannia field north of the airport, an extension to the car parking along the Prestwick tree screening line which involves an extension to the tree screening as well and additional car parking to the Southside development area. Some of the Britannia field will possibly be taken up by additional car parking within the next 2 years. The Britannia field car parking will eventually see a new access road taken off the Prestwick Road Ends roundabout.
- The rest of the development of the airport will take place around the terminal building with an extension to the terminal, fuel farm, aprons and Southside around areas A and B for airport related business and offices etc. There are also two new airport business and offices development areas, areas C and D along an area between the airport and Brunton Lane.
- Erin explained that the airport would object to any tertiary airport related businesses moving into Ponteland itself rather than locating to the airport sites. This is mainly due to noise created in residential areas both during the day and night time.
- Overall, Erin considered the affects of the airport Masterplan 2030 on Ponteland to be negligible but as part of the consultation process, the airport would continue to work with and consult with interested groups within the local community, including the Ponteland Neighbourhood Plan Group.
- Erin and Chris agreed that the best way forward for the Local Plan was for Chris to draft up some wording and send it in to Erin for consideration and approval.
- Chris thanked Erin for her time.

Decisions

1. Chris agreed to draft up some wording regarding the airport and its Masterplan 2030 for the Ponteland Local Plan and forward it to Erin for consideration and approval..

Action agreed	Date by	Name
1. Draft up wording regarding the airport Masterplan 2030 for inclusion in the Ponteland Local Plan and forward to Erin Robson for consideration and approval	End September 2013	Chris Winks

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Outstanding Issues to Follow up

- None